SHRI S. B. CHAVAN: Sir, I can appreciate the sentiments of the hon. Member from the kind of question he has asked. But, at the same time, more useful information will be available if the question is addressed to the Steel Ministry.

MR. CHAIRMAN: Question No. 302. (*Interruptions*)

श्री भूपेन्द्र सिंह मान : सभापति जी, यह बहुत इम्पोर्टेंट है । सारा समय निकल गया है एक सवाल भी मुझे नहीं दिया गया **(व्यवधान)**

MR. CHAIRMAN: We have taken 25 minutes on the question.

श्री भूपेन्द्र सिंह : सारा सेशन निकल गया है । इतना सीरियस मुद्दा है और पंजाब के संबंध में खास तौर से . . . **(व्यवधान)**

MR. CHAIRMAN: I will allow you next time. (*Interruptions*)

श्री भूपेन्द्र सिंह मान : वह नेक्सट सेशन में होगा। इस पर तो मेरा क्वेश्चन आज चला गया **(व्यवधान)**

SOME HON. MEMBERS: We can have a half-an-hour discussion on this question. (*Interruptions*)

श्री भूपेन्द्र सिंह मान सारा सेशन गुजर गया । फिर मुझ को यह कह दीजिये कि आप क्वेश्चन आवर में मत आया कीजिये । ऐसा तो नहीं होता **(व्यवधान)**

MR. CHAIRMAN: Will you ask the question tomorrow?

(*Interruptions*)

Will you please sit down?

श्री भूपेन्द्र सिंह मान : इतने दिन से सेशन चल रहा है, पंजाब के संबंध में एक भी सवाल नहीं आया, आप रिकार्ड देख लीजिये **(व्यवधान)**

SHRIMATI JAYANTHI NATARAJAN: Sir, all the questions are impotrant. (*Interruptions*). We cannot spend the whole Question Hour on one question. (*Interruptions*)

MR. CHAIRMAN: Please take your seat. (*Interruptions*). This question is over. I have called the other question. Will you please sit down?

श्री भूपेन्द्र सिंह मान : ओ०के० साहब मैं चला जाता हूं अगर यह बात है । मुझे क्वेश्चन आवर में कह दीजिए कि आप बाहर रहिए . . . **(व्यवधान)** इसलिए मैं बाहर जाता हूं . . . **(व्यवधान)** वाक आउट करके जाता हूं ।

MR. CHAIRMAN: Please take your seat. . . (*Interruptions*). . . We cannot discuss the whole issue by raising a question. Next question.

Improvement of Technology in the Railways

*302. SHRI IQBAL SINGH †
SHRI SURESH PACHOURI:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the technological improvements made by the Railways in various fields of its operation during the last two years;

(b) how the Railways have been able to improve its operational efficiency due to these technological changes; and

(c) what are the proposals for bringing advanced technology by Railways in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) to (c) A Statement is laid on the Table of the Sabha.

†The question was actually asked on the floor of the House by Shri Iqbal Singh.

Statement

Improvement of Tehnology in the Railways

(a) Technological improvements on Indian Railways is an on-going process. The main thrust on technology in recent years has been increasing use of air braked stock, increasing use of higher capacity wagons, accelerating dieselisation and electrification and pace of rolling stock modernisation, increasing reliance on modern communication technology and increasing use of concrete sleepers and welded rails.

(b) The capacity of the Railways has been continuously going up and the efficiency indicators showing a healthy trend. The Operating Ratio has improved from 92 per cent in 1990-91 to 89.5 per cent in 1991-92.

(c) Some of the important innovations planned are 2 X 25 KV system of electrification, Diesel Multiple Units, Rail Buses, indigenous design of a 5000 HP Electric locomotive, introduction of a 3-tier AC sleeper, computer based Remote Control Signalling, Electronic Interlocking, laying of improved turnouts and use of pre-stressed concrete turnout sleepers, Thyristor technology for Electric locomotives and 3-phase technology.

श्री इकबाल सिंह : सभापति जी, मंत्री जी ने जो अभी बताया है, मैं कहना चाहता हूं कि जापान और इटली में रेलगाड़ियों की स्पीड, रफ्तार बहुत तेज है। लेकिन यह देखने में आया है कि भारतवर्ष की रेलवे जिसकी रफ्तार इतनी तेज भी नहीं है, उनकी दर से यहां की एक्सीडेंट की दर ज्यादा है। मैंने यह भी देखा है कि यहां जो रेलवे फेयर सिस्टम है उसके कारण सड़कों के द्वारा ढुलाई अब ज्यादा हो रही है लेकिन आमदनी जो है रेलवे की वह फ्रेट सिस्टम से ज्यादा है। क्या मंत्री जी कोई नयी स्कीम बना रहे हैं जिससे कि रेलवे फ्रेट में सुधार आये और उसमें ज्यादा बढ़ोत्तरी हो और ज्यादा इन्कम रेलवे को हो।

SHRI K. C. LENKA: Sir, the introduction of technological improvements is an on-going process in the Indian Railways. We are improving our efficiency and we are going to have some technological innovations which we have planned, during the Eighth Five Year Plan, i.e. Diesel Multiple Units, Rail Buses, optimised design of Diesel Locomotive, rising its power from 2,600 HP to 3,150 HP, introduction of an airconditioned 3-tier sleeper, transfer of technology in Electric Locomotive, Thyristor technology, cost of technology transfers with foreign collaboration, 3-phase technology, Electronic Interlocking, brake, Revised Scheme for RDSO. These are some of the schemes we are planning to improve our system and to improve our railway journeys also.

श्री इकबाल सिंह : सर, मैं यह कहना चाहता हूं कि कलकत्ता जैसे नगर में जो रेल व्यवस्था दी गयी है क्या दिल्ली और दूसरे महानगरों में भी वैसी मैट्रो रेल फैसिलिटी मार्डन टेक्नालाजी के साथ दी जाएगी ताकि जो सड़कों का रश है वह खत्म किया जा सके ?

SHRI K. C. LENKA: Sir, regarding the introduction of new modern technology in Delhi or in any other metro town it has been decided that the Urban Development Ministry will take up that matter.

श्री सुरेश पचौरी : माननीय सभापति जी, स्वतंत्रता प्राप्ति के बाद भारतीय रेलवे ने उत्तरोत्तर तरक्की की है। यदि हम यात्री संख्या को लें तो 1951–52 में और 1991-92 के बीच चार गुना वृद्धि हुई है। यदि मालभाड़े को लें तो पांच गुना वृद्धि हुई है। जहां तक भारतीय रेलवे को वजेटरी सपोर्ट की बात है तो चौथी पंचवर्षीय योजना में 75 प्रतिशत वजेटरी सपोर्ट भारतीय रेलवे को मिला जबकि 1991–92 अगर 1993 के लिए केवल 14 प्रतिशत मिला। इसलिए मजबूरी में यात्रीकर और मालभाड़े में वृद्धि करनी पड़ी। इसलिए अब यह आवश्यक हो गया है कि मार्डन टेक्नालाजी का यूज करके रेलवे की प्रोडक्टिविटी को बढ़ाया जाए। अक्सर ऐसा देखा गया है कि वेस्टर्न कंट्रीज में एडवांस टेक्नालाजी का यूज रेलवे ज्यादा अच्छे ढंग से कर रही है। मैं आपके माध्यम से मंत्री जी से यह जानना चाहूंगा कि क्या ऐसे देशों से भारतीय रेलवे ने

सम्बन्ध साधा है जो मार्डन टेक्नालाजी का यूज करके रेलवे की प्रोडक्टिविटी बढ़ा रही है ? यदि हां तो उनका ब्यौरा क्या है ? साथ ही भारत के लिए कौन सी टेक्नालाजी ज्यादा उपयुक्त उन्होंने समझी है और साथ ही लोकोमोटिव्स की फ्यूल इफीशियंसी बढ़ाने के लिए किस प्रकार की टेक्नालाजी यूज की जा रही है और उसका परिणाम क्या निकला है ?

SHRI K. C. LENKA: Sir, the hon. Member has rightly said that the budgetary support has steeply declined in the Eighth Plan as compared to the Seventh Plan. It was 75 per cent. earlier and it has come down to 14 per cent in 1993-94. So, a lot of work remains incomplete and we cannot achieve our target due to constraints of funds. The second point that the hon. Member has raised is about the transfer of technology. The Indian Railways cannot grow in isolation from the global developmental process. Whatever modern developments are taking place in technology in the world, Indian Railways are trying to adopt such tehnology which is suitable to Indian conditions. That is why we are sending our technicians, engineers and experts to foreign countries, to western countries, for training and research purposes. Our research and development wing is also doing a very good work in combining the technologies and designs of the foreign countries which are suited to the Indian conditions. As far as modern technology is concerned, we are trying to adopt the technology of foreign countries. In the case of diesel locomotives we are collaborating with the US. We are bringing the US technology for developing our diesel locomotive. So far as electric locomotives are concerned, we are developing our electric locomotives by bringing in the technology from France. As far as passenger bogies are concerned, we are bringing the technology from Switzerland. We are bringing steel castings from the UK. As regards signalling equipment, we are collaborating with the UK. These are the technologies that we are bringing to the country from foreign countries.

श्री सुरेश पचौरी : सर, मेरा लास्ट पार्ट यह था कि फ्यूल एफीशेंसी बढ़ाने के लिए कौन सी टैक्नोलोजी यूज की जा रही है और उसकी आउटपुट क्या है और क्या परिणाम है ?

SHRI K. C. LENKA: Sir, I have already stated that we have adopted the technologies for operational efficiency and I have elaborately stated in my statement about the technological improvements. The modernisation and managerial concepts of the Indian Railways... (*Interruptions*)... There are the modern technologies which are used for achieving fuel efficiency and also for minimising costs. These ae the technologies which we are using.

SHRI SURESH PACHOURI: I am asking about the outcome, about the result, obtained by using these technologies to improve the fuel efficiency in the Indian locomotives.

SHRI K. C. LENKA: Sir, I am coming to that point. By utilising these modern technologies our operational ratio has reduced. In 1990-91 our operational ratio was... (*Interruptions*)...

MR. CHAIRMAN: He is asking about the fuel efficiency.

SHRI K. C. LENKA: ... that is efficiency, 92 per cent. By utilising modern technology, it was reduced to 89.5 per cent in 1991-92 and it was reduced to 87 per cent in 1992-93 and for 1993-94 we have a target of 83 per cent and we will achieve this ratio.

SHRI SURESH PACHOURI: He is giving the operating ratio which he has already stated in his answer to the main question which he had already tabled. He is speaking about the operating ratio which was 92 per cent (*Interruptions*)...

MR. CHAIRMAN: He has dealt with the general improvement in efficiency.

SHRI K. C. LENKA: For the information of the Members I am saying that we have increased not only the operating efficiency but the tonnage originating in millions. In 1988-89 it

was 329.49 and passenger traffic was... (*Interruptions*)...

SHRI JAGESH DESAI: Sir, we are also discussing... (*Interruptions*). There is nothing about the Indian technology. Have we become so bankrupt? (*Interruptions*).

SHRI K. C. LENKA: The number of passengers has also increased. (*Interruptions*).

श्री इकबाल सिंह : यह ट्रेन पुल कर रहे हैं, बड़े मंत्री जवाब दें।

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): Sir, the hon. Member has specifically asked about fuel economy. Everybody knows that we have three tractions. One is steam, the second is diesel and the third is electrical. We are phasing out the steam. I think, during the Eighth Plan we will phase out the whole thing. So far as diesel and electricity are concerned, it is increasing progressively. so far as fuel economy is concerned, everybody knows that the ultimate goal of the country is to go in for electrification so that we can save fuel and attract traffice from road to rail. In this we have already acquired a technology of 5000 HP, a Thyristor technology, which is already being manufactured in Chittaranjan. Besides that there has been an effort by the expert study of the Planning Commission and the Railways to go in for 3-phase technology. But that is being delayed for some reason or the other. It went into a lot of controversy. The Railway Convention Committee has made certain recommendations which are under the consideration of the Government. The matter is before the Cabinet Committee on Economic Affairs. The idea of the Indian Railways is to acquire better and better technology by which we can save energy and work efficiently save fuel.

Thirdly, the hon. Member has asked about the productivity. Sir, we are very keen about it. In fact, if we are able to computerise our system, freight operation. That will also help us to know the turn around and to improve our operational system. But all that depends upon the resources. Since we have a serious constraint of resources, we have taken up only Northern Railway for the time being. Once we are able to complete that, we can gradually go into the other areas of the core sector by which also we would be able to give better productivity and better service to the people.

श्री मुहम्मद मसूद खान : सदर साहब, हम लोग सात एम०पीज़ आज़मगढ़ से आते हैं। बदकिस्मती से वह मीटर गेज पता नहीं कि इस सदी में होगा कि नहीं। वहां से ट्रेन पकड़ने के वास्ते शाहगंज में आते हैं। शाहगंज में गंदगी, बदबू, अंधेरा, तारीकी और नशे में डूबे हुए अधिकारी मिलते हैं। कंप्लेंट करें, तो उसका कोई असर नहीं होता।

मैं मंत्री जी से सवाल यह पूछना चाहता हूं कि क्या टेक्नालोजी डिवेलपमेंट करने से पहले वह यह देखेंगे कि पुरानी टेक्नालोजी, जिसमें सफाई वगैरह है, उसका भी अमल-दरामद हो रहा है कि नहीं?

شری محمد مسعود خاں: صدر صاحب۔ ہم لوگ سات ایم پیز اعظم گڑھ سے آتے ہیں۔ بد قسمتی وہ میٹر گیج پتہ نہیں کہ اس صدی میں ہوگا کہ نہیں۔ وہاں سے ٹرین پکڑنے کے واسطے شاہ گنج میں آتے ہیں۔ شاہ گنج میں گندگی، بدبو، اندھیرا، تاریکی اور نشے میں ڈوبے ادھیکاری ملتے ہیں کمپلینٹ کریں۔ تو اس کا کوئی اثر نہیں ہوتا۔

میں منتری جی سے سوال یہ پوچھنا چاہتا ہوں کہ کیا ٹیکنالوجی ڈیولپمنٹ کرنے سے پہلے وہ یہ دیکھیں گے کہ پرانی ٹیکنالوجی جس میں صفائی وغیرہ ہے اس کا بھی عملدرآمد ہو رہا ہے کہ نہیں۔

[ ] Transliteration in Arabic script.

SHRI C. K. JAFFER SHARIF: I assure the hon. Member that we are giving a lot of thrust to it. It will be our primary responsibility to look after the maintenance and cleanliness and give better amenities to our people.

SHRI CHATURANAN MISHRA: Maintenance of manpower

SHRI C. K. JAFFER SHARIF: That also.

श्री अनन्त राम जायसवाल : मान्यवर, तेल के आयात में निरंतर बढ़ते हुए भारी खर्च को ध्यान में रखते हुए क्या वजह है कि स्टीम इंजन को विदा किया जा रहा है और जैसाकि मंत्रीजी ने कहा कि आठवीं योजना के अंदर यह बिल्कुल विदा हो जाएंगे । दूसरे, इलेक्ट्रिक इंजन पूरी तौर पर कब तक आ जाएंगे, इस पर मंत्रीजी कृपया प्रकाश डालें ?

SHRI C. K. JAFFER SHARIEF: Sir, regarding electrification, again the whode problem relates to investment. Electric traction would be best in terms of maintenance and operation which will help our system and which ultimately will help in the growth of our economic due to efficient infrastructure and help our people contain increase in freight and fare charges. But the problem is the investment that we need. But, as I said already, we are giving a thrust to electrification. Today the main problem that we are facing is that we have traction but we don't have locomotives. Now we have to balance both. There is no point in continuing with traction without having locomotives. We have traction in certain areas but we don't have locomotives and hence we are using diesel. Now we are trying to compensate for that. Our effort is within the given resources to concentrate mainly on thrust areas and electrification is one of the thrust areas and we are giving it high priority.

श्री अनन्त राम जायसवाल : सभापति जी, मेरे इस सवाल का जवाब रह गया कि विदेशी मुद्रा के संकट को देखते हुए तेल के आयात पर जो बराबर खर्च बढ़ता जा रहा है तो कोयले के इंजन क्यों बंद किए जा रहे हैं ? ऐसा सरकार क्यों कर रही है ?

SHRI C. K. JAFFER SHARIF: Sir, it has been our considered opinion, not now, but from the beginning, that steam locomotives are not economical and they do not give the kind of efficiency required in this modern world which modern technology gives. Ours is not only a country, but a continent. The length of the country increases the responsibility of the railway system in carrying goods and passengers to farther distances. I do not think steam locomotives can be of much help. It is a right decision taken by experts that we should go in for clarification and we have to compensate with diesalisation wherever electrification is not possible. These are the two things which will help and not the steam locomotives. So that question does not arisen.

MR. CHAIRMAN: Shri M. S. Kalyan... *(Interruptions)*...

SHRI BD. SALIM: Sir, it is my chance. He has only answered the previous question. महोदय, यह टैक्नोलोजी के इम्प्रूवमेंट के बारे में सवाल था और मंत्री महोदय ने ऑपरेशनल एफिसिएंसी और फ्यूल एफि-

सिएंसी के बारे में बात कही। मंत्री जी ने कहा कि पूरे देश में इलेक्ट्रिफिकेशन हो जाएगा और उससे काफी फ्यूल एफीसिएंसी उनको मिलेगी। महोदय, मेरा सवाल यह है कि जहां टोटल ट्रैक इलेक्ट्रीफाइड हो चुका है और वहां जो गाड़ी चलती है उसमें पावर के लिए डीजल जनरेटिंग कार इस्तेमाल की जाती है। मेरा कहना यह है कि वहां कोई स्माल डिवाइस लगाने से ओवरहैड इलेक्ट्रिक तार से पावर सप्लाई हम ले सकते हैं और इस तरह से कई गैलन डीजल जलाया जाता है उसकी बचत की जा सकती है। ऐसा करने से कैपिसिटी भी तेजी से बढ़ेगी। महोदय, यहां तक कि जो राजधानी एक्सप्रेस चलती है, उसमें हालांकि टोटल ट्रैक इलेक्ट्रीफाइड है, लेकिन वहां दो-दो डीजल कार लगाकर पावर जनरेशन करते हैं, लेकिन एक स्माल डिवाइस लगाने से हम ओवरहैड तार से पावर सप्लाई ले सकते हैं और डीजल की खपत को कम किया जा सकता है और पैसेंजर भी ज्यादा संख्या में कैरी किए जा सकते हैं। तो मंत्रीजी बताएं कि ऐसा क्यों नहीं किया जा रहा है और अगर किया जा सकता है तो कब तक करेंगे?

†[ ] Transliteration in Arabic Script.

†[ ] یہ ہے کہ وہاں کوئی اسمال ڈیوائس لگانے سے اوور ہیڈ الیکٹرک تار سے پاور سپلائی ہم لے سکتے ہیں اور اس طرح جو کئی گیلن ڈیزل جلایا جاتا ہے۔ اس کی بچت کی جا سکتی ہے۔ ایسا کرنے سے پیسنجر بھی تیزی بڑھے گی۔ مہودے۔ یہاں تک کہ جو راجدھانی ایکسپریس چلتی ہے اس میں حالانکہ ٹوٹل ٹریک الیکٹریفائیڈ ہے لیکن وہاں دو دو ڈیزل کار لگا کر پاور جنریشن کرتے ہیں۔ لیکن ایک اسمال ڈیوائس لگانے سے ہم اوور ہیڈ تار سے سپلائی لے سکتے ہیں اور ڈیزل کی کھپت کو کم کیا جا سکتا ہے اور پیسنجر بھی زیادہ سنکھیا میں کیری کئے جا سکتے ہیں تو منتری جی بتائیں کہ ایسا کیوں نہیں کیا جا رہا ہے اور اگر کیا جا سکتا ہے تو کب تک کریں گے۔

SHRI C. K. JAFFER SHARIEF: Sir, I am glad that the hon. Member has put a very relevant question. That is where this 3-phase technology comes in very handy. A few very good advantages of this new technology would be, Sir, energy savings due to regeneration, savings in maintenance, repairs and overall, savings in brake block consumption, saving in maintenance, repairs and improved power factor, reduction in axle loss of the bogies, higher reliability in service resulting in customer satisfaction, reduction of P.O.H. time, reduced requirement... (*Interruptions*)... I am coming to your point... (*Interruptions*) If I have properly understood your question, I am coming to your point. Sir, the point is that, in the 3-phase technology, what we draw from the overhead, even if sometimes the generators do not work, is capable of regene-

rating itself within the system. So, that keeps the locomotive movement in motion. That is why the new technology will be very much of use and, that is where, as I said before, our effort is to acquire better and better technology. It will be to the advantage of this system.

SHRI MD. SALIM: My question is not answred.

MR. CHAIRMAN: You have to pursue it later, not in Question Hour.

SHRI MD. SALIM: I asked a specific question as to where they are going to replace diesel-training car when the track is already electrifid.

श्री मोहिन्दर सिंह कल्याण : चेयरमेन साहब, मेरी आपसे यह दरख्वास्त है कि अब पंजाब की बात आती है तो उसके बारे में गौर-ओ-खास नहीं होता । जब पहला सवाल चला कि गोविन्द गढ़ जो है, जहां पर स्टील का काम बहुत ज्यादा होता है और हमारे पंजाब के मेम्बरान साहब उस बारे में कुछ बहस करना चाहते थे, लेकिन हमें करने नहीं दी । हमें इस बात का बहुत अफसोस है । दूसरी बात, यह है कि हमारे ऑनरेबल मिनिस्टर साहब जो हैं, मैं इनसे पूछना चाहता हूं, जो इन्होंने बोला कि हमारी जो तेज गाड़ियां हैं, डीजल का छोड़कर इलेक्ट्रिफाई करके उनको तेज रफ्तार से चलाना है, तो मैं ऑनरेबल मिनिस्टर साहब से आपके जरिए से यह पूछना चाहता हूं कि जो लुधियाना शहर है, जहां पर अनाज बहुत पैदा किया जाता है पंजाब में, हौजरी का वहां काम है, साइकल का काम है और यह इतना बड़ा शहर है, जहां पर कि इतनी चीजें होती हैं, जो सारे हिन्दुस्तान को ही नहीं बल्कि सारे वर्ल्ड को सप्लाई होती हैं. . .

MR. CHAIRMAN: Please ask your question.

श्री मोहिन्दर सिंह कल्याण : सर, ऑनरेबल मिनिस्टर साहब क्या हमें यह बताएंगे कि जो इलेक्ट्रिफिकेशन करके आप गाड़ी चला रहे हैं, उसमें पंजाब का कितना हिस्सा है ? दूसरी बात, हमारी यह है कि जगरांव, जो लुधियाना शहर है, यहां से चंडीगढ़ की रेलवे लाइन बनाने की तजवीज है और इसमें वर्ष 1973 में लाइन बनाने का एग्रीमेंट हो गया, लेकिन आज तक वह लाइन, लुधियाना से चंडीगढ़ तक, नहीं बनाई गई है । क्या मिनिस्टर साहब यह बताएंगे कि वह लाइन बनानी है या बीच में छोड़ देनी है ?

SHRI C. K. JAFFER SHARIEF: Sir, his question doesn't relate to the one.

श्री मोहिन्दर सिंह कल्याण : सर, मैंने आपसे अर्ज किया, उसका हमारा जवाब तो आने दीजिए । . . . (व्यवधान)

MR. CHAIRMAN: He wants a separate notice for this question.

श्री अनन्तराम जायसवाल : ला-जवाब सवाल है ।

श्री मोहिन्दर सिंह कल्याण : सर, मेरी बात तो सुन लीजिए । . . . (व्यवधान)

MR. CHAIRMAN: He said that he wants a separate notice. He cannot reply now.

SHRI TINDIVANAM G. VENKATRAMAN: Mr. Chairman, Sir, much has been said about the technological advancement. All that I want to know from the Railway Minister is the number of accidents that have taken place during his regime, after he has taken over—the primary consideration must be to avoid accidents—what the latest technology he has adopted is and the number of accidents that he has prevenfed. If of accidents that he has provented. If you have not taken any measures, I want

MR. CHAIRMAN: That is technology, this is accident.

SHRI C. K. JAFFER SHARIEF: Sir, we have not come across any technology which can come to save us from

accidents. Actually, I on Indian Railways, the accidents are more on account of human failures...(*Interruptions*)...

SHRI TINDIVANAM G. VENKATRAMAN: They are taking place at the same place, at the same spot.

That is the problem.

AN HON. MEMBER: In Andhra Pradesh, seven accidents had taken place at the same place between Vijayawada and Madras.

SHRI TINDIVANAM G. VENKATRAMAN: Seven accidents at the same place. We are having accidents at that same place. It is continuously going on.

SHRI C. K. JAFFER SHARIEF: His question does not arise out of the present question...(*Interruptions*)...

MR. CHAIRMAN: Shri V. M. Patel. He is not here. Shri Hanumanthappa...(*Interruptions*)...

SHRI TINDIVANAM G. VENKATRAMAN: I have not got an answer from the Minister...(*Interruptions*)... Mr. Chairman, Sir, I seek your protection. I have not got an answer as to what the latest technology is. These are actually accidents in the higher strata. I do not find fault with our Minister. But unfortunately, there were more accidents at the same spot, same place, seven or eight times. I want to know what measures he has taken and what latest technology he has used.

MR. CHAIRMAN: You ask a different question on this. Your technology can cover everything. But you cannot make him answer the question so comprehensively.

SHRI TINDAVANAM G. VENKATRAMAN: Sir, I seek your protection. What I mean is the latest technology to avoid accidents. Have you considered it? If not, why not?

SHRI SURESH PACHOURI: Application of technology to prevent accidents!

SHRI C. K. JAFFER SHARIEF: Sir, there is no specific technology for avoiding accidents. If the hon. Member has got any information, he can give it to us... (*Interruptions*)...

SHRI TINDIVANAM G. VENKATRAMAN: I am asking a question and you are also putting a question.

SHRI C. K. JAFFER SHARIEF: Let me complete. Whenever there is an accident, we keep on thinking how to avoid it. Our study on accidents in Indian Railways revealed that the accidents were mostly on account of human failure. I am proud to say that comparatively, these accidents have come down very substantially. What is required is that certain costly inputs should be put into the system to take certain more measures which is not in the form of any technology as such. So, there is no technology for avoiding accidents. If you have any information, please send it to us and we will certainly look into it... (*Interruptions*)...

MR. CHAIRMAN: Question No. 303... (*Interruptions*)...

SHRI H. HANUMANTHAPPA: Sir, I have not been given a chance ... (*Interruptions*)

MR. CHAIRMAN: There is no time now. We have taken more than half-an-hour on this question. Please... (*Interruptitns*)... You cannot discuss it exhaustively in Question Hour...(*Interruptions*)... I cannot call everybody also. It is impossible for the Chairman to do that... (*Interruptions*).

Smugglers's Henchmen caught in Bombay during riots

*303. SHRI SUKOMAL SEN†

SHRI M. A. BABY:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that some henchmen of a Dubai based smuggler

†The question was actually asked in the floor of the House by Shri Sukomal Sen.